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THREE DAYS OF PARTIAL FAMINE

On the road to the flowered land, I con-

siderably believe that I should be able to appreciate some culinary advantages that have heretofore been spurned. With-

out a single exception, we fared badly

while at the mercy of the railroad compa-

nies. The food was an insidious mix-

ture that a certain good writer but bad

spouse would describe as "mud water

in pure coffee." The beefsteak, as unam-

ageable between the molars as a grind-

stone, was a passive witness to the fact

that the executioner had lost all respect

for old age; and the butter—trembling

to attack it, though miles away from it—was

alive and had to be kept under close

guard. This latter statement may ap-

pear very doubtful, it may look extrava-

gant, but I am positive that a microscope

would sustain me in the first part of it,

and I cannot imagine why it stalwart,

Sansouci-like negro, always stood near the

butter plate until he had been detailed to

watch it. Nothing but the explosion of

a torpedo under him would have made

him forsake his charge.

their mouths wide open, congregated to do the poor humanitarians. These people are very deferential. They send a man through the country in state.

Patience, money, and a stomach that can accommodate itself to the villainous fare of a Southern railroad eating house are three things that a man must possess before he can make the overland trip to Florida with ease. While travelling in the North I have seen men fad temporary relief from the impositions practiced upon them at railroad eating houses by launching damning maledictions at the companies in charge of them. I have even been tempted to think hard things in regard to the master myself. But now, after the bitter experience of

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CUPID'S WING.

BY SAMUEL LOVETT.

The dart of Love was feathered first

From Folly's wing, a wing

With which he stung his shaft to shoot

In Beauty's heart, and said

It aint because untrue;

But Beauty laugh'd as his last shaft

He from his quiver took to shoot at me,

You little spiteful thing!

The feather on your shaft I scorn

When plucked from Folly's wing!

But Cupid soon fresh arrows found,

And each new shaft was feather'd first

From His own bright, glosy wing!

To shoot until plucked was left

At once to snuff'd the spark that lit

When no more light could be had

For Beauty yields when she is shot

Love will not fly away!"

FLORIDA.

The Weather—The Great Peninsula—Charleston and Jacksonville.

Correspondence of the Intelligencer.

FOUR BRD. ORANGE CO., FLA., Jan. 1, 1875.

There is nothing that reflects more severely in one's breeding and common sense, perhaps, than a disposition to pile additional misery on a poor victim of misfortune. The fabled Tantalus, in consequence of the proximity of his lips to the cup that he was never permitted to touch, felt the burning and parching sensations of thirst far more keenly no doubt than if he had been placed a thousand miles from water. While reading a few moments ago in a late Savannah daily paper (quite too bad), in putting in its appearance here, the prophetical of the venerable Probabilities in regard to the weather for that day in the Ohio Valley, mingled feelings of gratitude and sympathy crept. Involuntarily over me—gratitude for my temporary abiding place under the genial rays of a southern sun—sympathy for the friends left behind a short time since, who are now battling with the piercing blasts of a merciless winter. Man, you know, is an animal of much sympathy by nature, and the principle can doubtless be greatly augmented by practice. There are some persons who have cultivated this particular inherent element so highly, and got it so intricately mingled with their charity, that they always liquidate their obligation to objects of need, by dealing out to them a superabundance of sympathy. I do not introduce my first letter from the sunny South in this strain for the purpose of tantalizing any one who may be unfortunate enough to live in the frigid North, but rather simply to show how some men do fit if they were writing this letter.

To-night I am loose and at large in the heart of

THE GREAT PENINSULA,

fanned by a warm invigorating breeze as it comes from the Atlantic coast, and regaled with its music among the pines.

Art has never been able, in some respects, to equal nature as a musician. The rendition of a piece from Handel or Mendelsohn, filled with exquisite melody and beautiful harmony, may thrill through the soul of a listener and fill a harbor a moment to a higher plane of life; but it cannot produce that feeling of awe and of human weakness which comes from hearing the music produced by the waves of the ocean as they surge and break against the shore, or that feeling of deep solemnity that takes possession of one when he hears the dirge-like moanings of the wind on its journey through a vast forest. There is a beauty, a grandeur and an awful impressiveness about these extemporaneous musical productions of nature that art can never counterfeit.

THE JOURNEY SOUTHWARD.

It is now over three weeks since I left my city and started toward the equator. An account of the journey southward would make a long letter of itself, and as a detailed statement of things that happened or things that might have happened during a trip by rail are never very interesting, I will not burden the sub-head that has just been written as brief as my outraged feelings will allow. Three days and three nights of uninterrupted railroad travel are required for the accomplishment of the journey from New York to Jacksonville. Your correspondent chose the Atlantic coast route, by way of Richmond, Petersburg, Wilmington, Charleston and Savannah, and his excuse for doing so is, that he was under the impression a better idea of the country could be given by traveling over this line than any other. He hummed himself, now, before some of his friends, and modestly confessed that he had not been so headstrong, and had accepted the view and taken an interior route he would, very probably, have been better satisfied. When I arrived for Florida it was with the expectation of seeing something of the great South and of availing myself of some of the proverbial hospitality of its people. This expectation was swallowed up by disappointment. I took the wrong road. If there is

A BRAZILIAN STRETCH OF COUNTRY.

in the world, the Atlantic Line passes through it. We have the fine

stated into us from early childhood,

that "beauty is ubiquity," but I will not allow my best friend even to impose the sentiment on me any longer. If the discoverer of that proverb had ever traveled over the route under consideration, he would have been compelled to modify his form of expression by saying that "beauty is everywhere, excepting in that part of North America traversed by the Atlantic coast line of railroads." After the tourist leaves Petersburg he finds himself almost incessantly plunging through dense pine forests or sailing over dismal swamps. The railroad trains in crossing North Carolina travel at least a quarter of the distance on solid bar and tarpaulin send forth an odor of everlasting sameness, and the vision is constantly being agitated either, with semi-microscopic patches, that advertises

WORLD DESTITUTION,

a pine forest in full blast, or a dormant fever and ague and mosquito manufactory. These factories are lying idle this winter on account of the financial stringency. They will positively require work as soon as the warm weather begins. At the legion of stoppings places along the road, a score of lank, earthy-looking whites and twice as many oleaginous negroes, with their eyes ajar and

THE WHEELING DAILY INTELLIGENCER, MONDAY MORNING, FEBRUARY 1, 1875.

their mouths wide open, aggregate to do the poor humanitarians. These people are very deferential. They send a man through the country in state.

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